

# Dewsbury Railway Station

## Listed Building Consent – Design & Access Statement Installation of Help Point Renewals

### 1 SUMMARY

*TransPennine Express Limited* trading as the *TransPennine Express (TPE)* is the *Train Operating Company (TOC)*, which owns the current *TransPennine Express Franchise*. As a consequence, TPE leases *Dewsbury Railway Station* for the duration of the franchise term from *Network Rail (NR)* who own the freehold. TPE is committed to enhancing information available to all those using or meeting trains on the TransPennine Express Franchise network.

Listed Building Consent is sought for the renewal of the existing three Help Points at *Dewsbury Railway Station*, with state-of-the-art technology to replace the existing equipment which is towards the end of its life-cycle. Similar enhancements to station Help Points are being made throughout the TransPennine Express Franchise network.

### 2 JUSTIFICATION FOR THE APPLICATION

A TransPennine Express Franchise obligation is for the incumbent *Train Operating Company (TOC)* to enhance the information available to all those using or meeting trains on the TransPennine Express Franchise network. The proposed works are required to discharge this obligation. The replacement Help Points proposed are of contemporary design, but will not have an increased impact on the heritage of *Dewsbury Railway Station* visually.

Additional benefits include lower operational and maintenance costs.

### 3 METHOD STATEMENTS OF FIXINGS, CONTAINMENT AND CONDUIT

#### 3.1 Station Location Plan

*DEW-TPE-ISC-PLAN-100000-T910\_P15 Layout 1 of 1* is the Station Location Plan showing the area owned by Network Rail.

#### 3.2 Existing Help Points

Drawing *DEW-TPE-ISC-PLAN-100000-Y642\_P15-Layout 1 of 8 – Existing Equipment* shows the location of existing Help Points identified within the scope of the Listed Building Consent sought.

### **3.3 Help Points to be Replaced**

The Help Points to be replaced are in the same position as existing equipment. They are direct replacements, but may have different fixings. As a consequence, drawing *DEW-TPE-ISC-PLAN-100000-Y642\_P15-Layout 2 of 8 – Help Points to be Replaced* shows the location of the existing Help Points to be replaced.

### **3.4 Help Points to be Recovered**

Drawing *DEW-TPE-ISC-PLAN-100000-Y64\_P15-Layout 3 of 8 – Help Points to be Recovered* is included for completeness, but has no direct relevance to the application.

### **3.5 Help Points to be Enhanced**

The three Help Points within the scope of the Listed Building Consent sought are new state-of-the-art technology. As a consequence, drawing *DEW-TPE-ISC-PLAN-100000-Y641\_P15-Layout 4 of 8 – Help Points to be Enhanced* is included for completeness, but has no direct relevance to the application.

### **3.6 New Help Points**

Drawing *DEW-TPE-ISC-PLAN-100000-Y642\_P15-Layout 5 of 8 – New Equipment* is included for completeness, but as there will be no new Help Points being installed it has no direct relevance to the application.

### **3.7 Help Point Perspective Views**

Drawing *DEW-TPE-ISC-PLAN-100000-Y642\_P15-Layouts 6 to 8 of 8 – Help Points Perspective Views* present views of the three Help Points with photomontages of the existing condition and after the proposed works have been completed.

### **3.8 Posts and Fixings**

The existing posts and fixings of the Help Points will be cleaned, painted, and re-used wherever practical. However, should new posts or fixings be required, these are shown as engineering details corresponding to the perspective views on drawing *DEW-TPE-ISC-PLAN-100000-Y642\_P15-Layouts 6 to 8 of 8*.

Where new fixings are required and the existing fabric of the building has already been penetrated, damage to masonry will be first made good to a high standard by a qualified mason before the installation of new equipment commences. New holes will then be made to accommodate revised fixings in the face of the blockwork avoiding damage to the edges of the blocks themselves and disturbing the mortar.

### **3.9 Containment and Conduit**

Existing containment and conduit of the Help Points will be re-used wherever practical. Where appropriate existing conduit and containment will be repositioned to make the lowest visual impact. All containment and conduit will be cleaned and painted to match the existing structure in consultation with the Conservation Officer.

A principal conservation design objective is the unobtrusive introduction of any new containment and conduit that is necessary to protect the data and electrical infrastructure supporting the new Help Points. As a consequence, a commitment is given that:

